

## **Bicycle and Pedestrian System Plan Components**

### **Facility Enhancement Development**

#### **BICYCLE PRIMARY AND SECONDARY CORRIDORS MAP**

The 1996 update of the Bicycle System Plan identified a network of primary and secondary corridors and recommended improvements to build out a planned bicycle system.

Primary corridors are generally defined by the street arterial system, and can be thought of as the arterial layer of the bicycle system. Primary corridors are spaced at least one per mile on an east-west and north-south grid. Higher densities and access issues require additional corridors through the downtown, the BVRC, and the University of Colorado. Ideally, all arterial and collector streets within the primary corridors will have both on and off-street facilities.

Secondary corridors generally rely on residential streets to provide bicycle routes and facilities on lower volume streets. Secondary Corridors also provide for more accessible facilities between the Primary Corridors. They are generally spaced so that one or two secondary corridors can be seen as the collector layer of the bicycle system, providing additional access to destination areas.

These corridor designations are used as a means to prioritize enhancements and maintenance/operations of existing facilities. Corridor completion is to be achieved through a combination of City-funded projects, street projects and opportunities which arise through the development and redevelopment process.

#### **MULTI-MODAL CORRIDORS MAP**

The 1996 TMP update also outlined policies that assigned the highest priority for functional efficiency and functional capacity investment to multi-modal corridors and identified 10 corridors recommended for multi-modal enhancements to be implemented by 2020. Multi-modal corridors are the major transportation facilities providing for travel across town and connecting with the regional transportation system.

- The sum is greater than the parts: An integrated set of investments in all the modes to ensure that connections are made between the modes will provide a great transportation benefit than isolated investments in a single mode.
- One size does not fit all: Multimodal facilities necessary to support business and residents along Broadway, for example are different from facilities needed along the Diagonal.
- Land use and transportation need to be connected: Transportation investment needs to fully serve the expected land uses along a corridor and the land use pattern needs to support the transportation facilities.
- Invest where we need it – Transportation investment should be focused on the existing or projected mixed use and higher density corridors that do not have a system of multimodal alternatives.

The design and reconstruction of 28th street is a product of the multimodal principal, which emphasizes a balance between land use and the transportation network to support safe and efficient facilities for auto, bus, bike and pedestrian users.

## **TRANSPORTATION NETWORK PLAN(S)**

A Transportation Network Plan (TNP), which is founded on the multimodal philosophy, was developed to guide the redesign of the 28<sup>th</sup> Street corridor. The TNP defines the desired future transportation network for all modes of travel and serves as a flexible guideline to evaluate future projects including redevelopment to ensure facility improvements integrate bicycle, pedestrian, bus, auto needs.

The city also has completed a TNP for the area and Arapahoe Avenue corridor. Each TNP serves as a flexible guideline for transportation enhancements along the select corridor. Each TNP included an extensive public process to receive community input and balance stakeholder needs and interests.

## **REFINING THE PROPOSED NETWORK**

Staff proposes to adopt a refined proposed network of system improvements as part of the TMP update.

The experience and community input gained from developing the 28<sup>th</sup> Street, Arapahoe and BVRC Transportation Network Plans has facilitated a technical review of the remaining multimodal corridor segments.

A project team of staff representatives reviewed the city's existing and proposed network to recommend additions and deletions for facility improvements. The team referenced the Bike System Plan, Greenways Master Plan, existing Transportation Network Plans, and sub-community plans to map out a refined network of proposed improvements. Staff continues to seek input on the list of proposed.